PUDUKKOTTAI STATE
NATIONAL WAR FRONT BUREAU

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LECTURE CXLIX.

MR. EDEN ON ITALY AND THE AIR WAR.

The Allies will bomb the Fascist and German military machine wherever it was to be found. Italy now lies wide open to air attack.

That attack will be pressed home by all the means in our power, for we are relentlessly determined to destroy Fascism, and to prosecute the war against Italy with all the force we possess, so long as Italy fights Hitler's War.

What the Italians are enduring now, and what they are about to endure, has been brought upon them by Mussolini and his Fascist associates.

It is because of their treacherous act in attacking helpless France that we are at war with Italy to-day. It was Mussolini who asked Hitler for the privilege of sharing in the bombing of London. We have not forgotten that.

It is he and his corrupt Fascist régime which first, needlessly, exposed the Italian people to the horrors of modern war as invented by their German allies.

It is for the Italian people to decide whether they are to endure this bombardment to the bitter end, and when it is to stop.

Our own new construction of merchantships is still mounting, our merchant shipping losses are still decreasing, the sinkings of U-boats are still increasing. These are most important matters, and this favourable trend fortunately continues. More than that I cannot say. The battle of the U-boats still rages. It is not yet decided, but at least we feel better about it than we have done.

REALISED TOO LATE.

We are not prepared to lend an attentive ear to suggestions from any quarter that bombardment from the air as a weapon shall be given up. Least of all are we impressed by belated conversions to this view.

Some of those who cry out against bombing were conspicuously silent when the cities of Britain were being bombarded and destroyed by all the power which the Luftwaffe could muster. To-day, it is the turn of Germany and Italy.

We did not start this business. It was Goering who gloated over the destructio[n] of Warsaw and Rotterdam. The Nazis were so pleased that they even made a film abou[t] it, and tried to frighten future victims with a forecast of their fate. Now it is checked.

Now the biter is bit, and the process will continue until the utter defeat of the Nazi and Fascist régimes, and all that they stand for. Let no one have any illusions about that.

M. STALIN ON THE DISSOLUTION OF THE COMINTERN.

The dissolution of the Communist International is proper and timely because it facilitates the organisation of the common onslaught of all freedom-loving nations on the common enemy—Hitlerism. The dissolution of the Communist International is proper because :—

(A) It exposes the lie of the Hitlerites to the effect that 'Moscow' allegedly intends to intervene in the life of other nations and to 'Bolshevise' them. An end is now being put to this lie.

(B) **It exposes the calumny of the adversaries of Communism within the Labour Movement to the effect that Communist Parties in the various countries are allegedly acting not in the interests of their people but on orders from outside. An end is now being put to this calumny, too.**

PATRIOTS HELPED.

(C) It facilitates the work of patriots in freedom-loving countries to unite the progressive forces of their respective countries, regardless of party or religious faith, into a single camp of national liberation—for the unfolding struggle against Fascism.

(D) **It facilitates the work of patriots of all countries to unite all freedom-loving peoples into a single international camp for the fight against the menace of world-domination by Hitlerism, thus clearing the way to a future organisation of a companionship of nations based upon their equality.**

I think that all the circumstances taken together will result in the further strengthening of the united front of the Allies and other nations in their fight for victory over the Hitlerite tyranny.

I feel that the dissolution of the Communist International is perfectly timely because it is exactly now, when the Fascist beast is exerting its last strength, that it is necessary to organise the common onslaught of freedom-loving countries to finish off this beast and to deliver the peoples from Fascist oppression.

WEEKLY WAR SUMMARY.

29—5—43 to 4—6—43.

Germany and Italy.—The air war over GERMANY and ITALY has gathered momentum. Every day and every night, the Axis targets are being raided and blown up. On May 21,

Captain Harold Balfour, Parliamentary Under-Secretary for Air, announced 'We have ticked off on our city-by-city Calendar DORTMUND and DUISBURG, and there are many more ticks to go on it yet.' The statement has come true. DORTMUND was raided on May 23, DUSSELDORF on May 25; JENA and ESSEN on May 27; and LEGHORN, FOGGIA and LUCERA in ITALY on May 29. Four-engined bombers dropped 4,000 lb and 8,000 lb bombs, causing great damages. DORTMUND is an important centre of German heavy industry; ESSEN is the home of Krupp's works, and JENA of GERMANY's glass works. LEGHORN is the centre of ITALY's fuel supplies.

Russia.—Rome Radio announced on May 26 that 800,000 men have been massed in 200 divisions from LENINGRAD to the Black Sea for the coming struggle. Patrol activity prevails over the whole front, with local encounters, as usual, at the key-points.

The Aleutians.—According to the latest reports American troops have captured FISHOOK Ridge on ATTU Island. The ridge is south of ATTU village.

China.—In CHINA, a fierce struggle is in progress for the rich rice districts of HUPEH Province—known as CHINA's rice bowl. The Japanese, driving along the south bank of the Yangtse, below ICHANG, have seized YUYANGKWAN and CHANGYANG. Their final objective is CHANGTAH, a town near lake Tengtung. If they take it, they will cut the CHANGSHA—CHUNGKING road and control the 'rice-bowl.'

Arakan.—The position in the ARAKAN remains unchanged.

ALLIED AIR RAIDS.

24—5—43. (Monday).

EUROPE (German occupied).

NIGHT:—

No information available.

ITALY and the MEDITERRANEAN.

Enemy ports and air-fields in SARDINIA.
Vessels in harbour, installations, warehouses and dumps at LA MADDALENA and TERRANOVA.
A supply ship in the CARLO FORTE harbour (Sardinia).
Barracks at IGLESIAS (Sardinia).
Air-fields at PANTELLARIA.
A tanker at REGGIO DI CALABRIA.
Railway yards at SAN GIOVANNI.

RUSSIA.

Air combats and grounded aircraft all along the RUSSIAN front.

FAR EAST.

Jap positions at ATTU.
KISKA (Aleutians).
Jap positions in the SHORTLAND Island area and at MUNDA (Solomons).
Jap installations at MONYWA (Burma).
Railway yards at THAZI (Burma).
Enemy barracks near KAMAING and WASHAWNG (Burma).
Jap troops at UDAUNG (Burma) and KHOMALIN (Burma).

25—5—43 (Tuesday).

EUROPE (German occupied).

Day:—

The enemy air-field at ABBEVILLE.
Offensive sweeps over Northern FRANCE (4 Allied planes missing).

NIGHT:—

The industrial area of DUSSELDORF (Germany).

ITALY and the MEDITERRANEAN.

Docks and Naval base at MESSINA.
The harbours at LICATA, EMPEDOCLE and PORTO SCUSO (all in Sicily).
Air-fields at TERRANOVA and BOBBA DIFALCO (Sicily).
Air-field and docks at PANTELLARIA.
The seaplane base at PREVEZA (Greece).

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Jap bridges near GAVUYU (N. Britain).
Jetty and port areas at GASMATA (N. Britain).
The air-field at CAPE GLOUCESTER (N. Britain).
Air-fields at MADANG and FINSCHHAFEN (N. Guinea).
Jap objectives in UPPER CHINDWIN (Burma).
Transport near BUTHIDAUNG (Burma).

26—5—43 (Wednesday).

EUROPE (German occupied).

NIGHT:—

Laying mines in enemy coastal waters.

ITALY and the MEDITERRANEAN.

The air-field at COMISO (Sicily).
Other air-fields in SICILY and at PONDU OLIVO.
Quay and shipping at PORTO PONTE ROMANO (Sardinia).
A supply ship at GOLFO ARANCI (Sardinia).
Barracks at VILLACIDRO (Sardinia).
Power station at TRISO (Pantellaria).
Shipping off CAPE MALEA (Greece).

RUSSIA.

Air combats and grounded aircrafts all along the RUSSIAN front.

FAR EAST.

Gun emplacements and the camp area at KISKA (Aleutions).

The Chicagof area in ATTU.

Villages on the AKYAB Island.

27—5—43. (Thursday).

EUROPE (German occupied).

DAY:—

Offensive sweeps over Northern FRANCE and BELGIUM (3 enemy planes destroyed; 1 Allied plane missing).

NIGHT:—

KRUPP'S armament works at ESSEN (Germany).

Laying mines in enemy coastal waters.

ITALY and the MEDITERRANEAN.

The air-fields at DECIMOMANNU and PANTELLARIA.

Axis vessels off GREECE and in the AEGEAN Sea.

RUSSIA

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

The air-field at MADANG (N. Guinea).

The air-field and supply installations at LAE (N. Guinea).

Jap positions on ATTU Island and KISKA (Aleutians).

A Jap village on the AKYAB Island (Burma)

Enemy positions south of BUTHIDAUNG (Burma).

28—5—43 (Friday).

EUROPE (German occupied).

DAY:—

Coke ovens at ZEEBRUGGE (Belgium) (2 Allied planes missing).

NIGHT:—

Enemy R-boats off CHERBOURG Peninsula (France) (6 R-boats sunk and 3 R-boats damaged).

ITALY and the MEDITERRANEAN.

The air-field at FOGGIA (Italy).

The port of and oil refinaries at LEGHORN (Italy).

Air-fields in SICILY and PANTELLARIA.

A small ship off GREECE.

RUSSIA.

The railway junction of VITEBSK.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

The Jap base at WEWAK (N. Guinea).

Heho air-field in Burma.

Motor vehicles and huts near BUTHIDAUNG (Burma).

Jap troop positions in the KALYMYO area (Burma).

Marshalling yards at MANDALAY (Burma).

29—5—43 (Saturday).

EUROPE (German occupied).

DAY:—

U-Boat bases at LA PALLICE, ST. NAZAIRE and RENNES (all in France)

Air-fields at CAEN and MAUPERTUS (13 Allied planes missing).

NIGHT:—(33 Allied planes missing; 2 Axis planes shot down).

The industrial centre of WUPPERTHAL (Germany).

ITALY and the MEDITERRANEAN.

Docks, shipping, air-fields, ammunition dumps and railway installations in SICILY, SARDINIA and PANTELLARIA.

RUSSIA.

(For the week 22—5—43 to 29—5—43 Russians lost 118 planes; Axis lost 456 planes).

Air combats and grounded aircraft all along the Russian Front.

The railway junctions at GOMEL and KARACHEV.

FAR EAST.

A Jap convoy off HANSA BAY.

A cargo ship in BANDA SEA.

Jap bases at RAMBANG and in Dutch SUNDA Island and Dutch New GUINEA.

Enemy installations in HUKAUNG valley (Burma).

Huts at SUMPRA BUM (Burma).

Buildiags at KAMAING (Burma).

Enemy positions at NANYSEN and SINGBHAN areas.

Locomotives at THAZI (Burma).

Air-field at MEIKTILA (Burma).

30—5—43 (Sunday).

EUROPE (German occupied)

DAY:—

Steel works at MONDEVILLE.

Intruder patrols over BELGIUM.

NIGHT:—

Laying mines in enemy coastal waters.

ITALY and the MEDITERRANEAN.

The air-field at FOGGIA (Italy).

Aircraft factory and the air-field in NAPLES (Italy).

Ports, railway communications air-fields and other military targets in SICILY, PANTELLARIA and SARDINIA.

RUSSIA.

Air combats and grounded aircraft all along the Russian Front.

FAR EAST.

Jap base at WEWAK (N. Guinea).

Air-field at CAPE GLOUCESTER (N. Britain).

Wharf area at GASMATA (N. Britain).

Jap barges in TALA Sea.

Water front and shipping at KENDARI (Celebes).

KISKA (Aleutians).

KALEMYO and other enemy positions in that area (Burma).

Jap troop positions near BUTHIDAUNG (Burma).

ENEMY AIR RAIDS.

25—5—43 (Tuesday).

BRITAIN.

A town on the south-east coast of ENGLAND.

RUSSIA.

Air combats over the KUBAN area.

26—5—43 (Wednesday).

BRITAIN.

No information available.

FAR EAST.

Air combats over ATTU Island.

27—5—43 (Thursday).

BRITAIN.

No air raid anywhere in BRITAIN.

RUSSIA.

Russian air-fields behind the forward areas.

FAR EAST.

The harbours at MOROBE, MAMBARE and DOUGLAS (all in New Guinea).

28—5—43 (Friday).

BRITAIN.

No enemy air activity.

RUSSIA.

Russian communications behind the lines.

FAR EAST.

MILLINGIMBI (Australia) (3 Jap planes shot down).

29—5—43 (Saturday).

BRITAIN.

LONDON area (only an alert).

RUSSIA.

Air combats over KUBAN.

FAR EAST.

No information available.

30—5—43 (Sunday).

BRITAIN.

No enemy air activity over BRITAIN.

RUSSIA.

Air combats over the KUBAN bridgehead.

FAR EAST.

The air-field at CHITTAGONG (India).

31—5—43 (Monday).

BRITAIN.

LONDON area (only an alert).

RUSSIA.

LISICHANSK area.

SIDE LIGHTS.

MOSCOW'S MOVE. The word has gone forth to disband the Comintern—the organisation which Lenin set up in 1919 to revolutionalise the world's political structure, and to change the economic, and cultural foundations of society. The Bolshevik bogey, with which the Nazi sought to disrupt the Allied world and to frighten his satellites, has been laid low. The terror has vanished.

By doing this Stalin has proved himself again a supreme realist. This time he has won a success, which, in its diplomatic results, may rival STALINGRAD. In both the cases, the Nazi has been worsted, this time, the lying Goebbels.

The Third International, otherwise called the Comintern, is the third attempt of its kind (the first two being Marx's, started in 1862 and the French Socialist, in 1889) made by theorists and doctrinaires to establish a working-class paradise on earth. But while the earlier movements were more or less reformist and ideological, the third, definitely revolutionary and political, aimed at the founding of a world State directed from MOSCOW. It was to cut across national and political frontiers, and merge the world into a single organisation, to be built on the ruins of capitalism and the existing order of society. The Comintern was to dominate the world, and MOSCOW (the Soviet) was to dominate the Comintern.

In fear, the Nazi and the Fascist entered into an Anti-Comintern.

MOSCOW'S present decision, influenced no doubt by BRITAIN and AMERICA, is the culmination of a historical development. Since the defeat of Trotsky, 15 years ago, aggressive Bolshevism had shown signs of decline. Under Stalin, its present protagonist, it has shifted its emphasis from cultural world-conquest to domestic reform.

MOSCOW'S gesture is important. Stalin's contribution in this way to the war effort is very real. Since the last Russian winter advance began, Hitler has been making frantic attempts to organise an anti-Comintern front in occupied EUROPE, by trotting out the Bolshevist Bogey. The MOSCOW declaration has undone Hitler.

THE WASHINGTON TALKS have now ended. 'Complete agreement' we are told, 'has been reached in regard to the future operations.' This is all we know. Earlier, Mr. Churchill, speaking to a Press Conference, made the following points:—

1. The side has turned. The fear of losing the CAUCASUS has turned into 'the joy of STALINGRAD'. The fall of TOBRUK has ended in Axis obliteration in North AFRICA. 'Instead, as hitherto, getting somewhere, very late, with very little, we are now arriving first, with most'. Increased Allied production has augumented Allied strength. The Allies now prefer a knock-out blow, the application of 'Physical stimuli'. It is an all-out war, which will end only with the complete surrender of the enemy.

2. RUSSIA is a grand ally 'in heroic fashion'.

3. If ITALY capitulates it would be a windfall, and ITALY may expect a place in New EUROPE.

4. American precision daylight bombing combined with the British mass night-bombing will be continued in a 24-hour service. Hitler, who conceived the air-war, will have 'poetic justice'.

5. The war on JAPAN will be intensified, limited at present to island to island conquest.

6. The killing of the U-boats, which was never better, will continue.

It is generally believed that simultaneous attacks on the eastern, western and southern fronts of EUROPE are imminent. An assault may be made on the BALKANS, combined with landings in FRANCE and 'elsewhere'. The invasion of ITALY may lie over, as it would not lead to an attack on the heart of GERMANY, owing to the interposition of the Alps. The attack on JAPAN, will be dovetailed into the plans for EUROPE, even as the strategy of the attack in the east of EUROPE will be fitted into the 'clawing tactics' on the western front. Allied propaganda will be intensified, and under-ground EUROPE will be armed to be in readiness for the Zero hour.

It will be a mistake to think, however, that allied preparations are waiting, pending the WASHINGTON decisions. As Lt. Gen. Jacob L. Devers, the Commanding General of the U. S. Forces broadcast on May 23, 'the far-reaching decision reached at Washington should not be confused with the plans to carry them out. The plans, made with vision, months ago, cover many eventualities, and the decisions now reached have to do only with the *selection* of the most effective plan. The Allies have not waited until this late hour to lay the foundations. The strategy and the plans have been in process of being perfected during the past year, and are sufficiently elastic to cover the ever-changing conditions of the global war'.

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THE AIR WAR. Mr. Henry J. Kaiser, AMERICA's building Wizard, tells us that it will take at least 21 months to repair the damaged Mohne and Eder dams, and a further period of six months will be necessary to re-erect destroyed machinery and plants. If so, the RUHR valley war-industries will be out of commission for a long while.

Meanwhile, a BERLIN broadcast announces that the British 8,000 lb. bombs have rendered even the cellars unsafe, in which the German public used to take refuge during raids. If so, Hitler is having a very bitter taste, indeed, of his own medicine.

We do not wish to enter into the controversy whether air-raids by themselves, can win victory, but we desire to draw attention to Mr. Churchill's recent remark 'why not give them a trial, there is no harm in finding out'. Euthusiasts like Alexander Seversky of AMERICA have held the view that air war will bring the enemy to his knees. Air Chief Marshal Harris says that with 20,000 bombers the war can be brought to an end. Now, Mr. Churchill says, 'Well, now that AMERICA and BRITAIN make aircraft to your hearts' content, many more than GERMANY can ever produce—try them on the enemy: win, if you can'. So the blasting goes on at DORTMUND, DUSSELDORF, ESSEN, JENA, over SARDINIA and PANTELLARIA. They are not merely raids, but major battles—waged by night and by day, all around the clock and all round the map.

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PLANS TO RAID JAPAN. A related question has been asked, 'why not make a similar experiment on JAPAN. Whether aerial war will win final victory or not, why not try it on JAPAN also. JAPAN, with her smaller homeland and crowded factories is more vulnerable than the expanses of GERMANY. ARAKAN and PAPUA have shown that the hide-and-seek jungle and mountain fighting is not the best way of beating JAPAN. Hitler tried to overthrow BRITAIN from the air but failed, because his *Luftwaffe* was not strong enough for that, but Allied air superiority in respect of JAPAN is overwhelming. The invention of the long distance bomber has eliminated distances; why not try?'

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ATTU. But one handicap is the want of bases. CHINA may be one, but ATTU seems better. American operations against ATTU, which, significantly enough, have been intensified since the fall of TUNISIA, were started, in fact, many months ago. First, the ANDREANOFS, in the Rat Group, to which KISKA belongs, were occupied; the next advance was on AMCHITKA, which was taken in January, and the present operations in ATTU are intended not only to occupy this island but to catch KISKA between two fires. ATTU is only 800 miles from the town of PARAMASHIRA in the KURILE Islands, north of JAPAN. The bomb-TOKYO programme will reach yet another stage when ATTU has been seized.

Japanese broadcasts attribute the use of poison gas to the Americans. It is of course a monstrous lie.

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AXIS PROPAGANDA. All is over with TUNISIA, bar the shouting. The Allies have gained a victory, greater even than they hoped for. The prisoners of war have exceeded the expected number, which means that not a single Axis soldier has escaped who could be taken alive. The defeat has reached the dimensions of STALINGRAD.

But the Axis try to play down the event, by describing the defeat as a gain. BERLIN's propagandists aver that during the six months the campaign lasted 'the last

holes in the 'Atlantic Wall' have been closed and a new 'Mediterranean Wall' has been erected—The rear, shouts Hitler, has been made safe for the next Panzer attack in the East. The logic is not clear—If anything the Anglo-American threat to Hitler's EUROPE has now increased—The Allies have now a double front to invade, the western, as well as the southern.

Let us strike the balance-sheet—Hitler has had his 6 months, no doubt, in which to prepare his defences; but the Allies also have had the same period for preparations. If Rommel had evacuated say, at BENGHAZI, it would still have been too early for the Americans to land in N. AFRICA, for the French to gather there, and for the new Allied N. African armies, to gain battle experience. The six-months interval has been of help to both sides, but to Hitler, at a terrible cost.

One other important result should not be forgotten. Hitler has lost the Mediterranean and the Allies have won it. The route from GIBRALTAR to PORT SAID, is now open, with more complete command of this sea. By this freedom, Allied Forces have gained in mobility and striking power, and Hitler's European citadel has become more vulnerable. The Persian Gulf, the Indian coast and the Japanese occupied countries can now be reached more quickly and much more effectively. To quote the *Times*, 'It means that armies in EGYPT, SYRIA and PERSIA can be set in motion with a facility hitherto out of the question; that TURKEY can be offered new buttresses in case of Axis aggression, and that CRETE and the BALKAN Peninsula must be reckoned by the enemy as among his vulnerable points.'

It may be added, that the oil of IRAQ and IRAN can now be better distributed and more quickly, that supplies to RUSSIA can be expedited, with less tonnage, that Allied shipping to INDIA, by taking the Suez route, will be saved to the extent of two million tons, and that a considerable number of British submarines now operating in the Mediterranean can be transferred to operate in the Japanese sea-lanes in the Far East.

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ITALY. Mussolini, has resolved upon continuing his resistance. The decision, it is reported, was reached in consultation with his party on May 28. Rumours are to hand of the repatriation of Italian workers in GERMANY that they may return home to defend their country, and of Hitler rushing his troops into SARDINIA in fear of an Allied invasion.

Mr. Anthony Eden, the British Foreign Secretary has on behalf of the Allies warned Mussolini. He has announced that the bombing offensive on ITALY will go on until the Nazi and Fascist régimes and all they stand for are utterly defeated. Mussolini once asked Hitler for the privilege of bombing LONDON. Now the boomerang will strike back. Let the Axis remember WARSAW and ROTTERDAM.

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BIG BOMBS *VERSUS* LITTLE BOMBS. One of the discoveries that have been made in the recent raids is the superiority of big bombs to little bombs. It is not merely that a 1,000 lb bomb is four times as effective as four 250 lb bombs, but that the result are even more disastrous. Let us take the case of a bomb-pit. The cavities, four in number, which four 250 lb. bombs will make

can be easily filled up and if it is a Railway area new rails can be immediately laid and the traffic resumed. But the single big crater formed by a 1,000 lb. bomb will take four days to fill. This is a calculation based on actual experience in the Western Desert.

But demolition power is not the only advantage that goes with big bombing. Another is this; while as shown above 20,000 lb of big bombs will do the work of four times the weigh, or 80,000 lb. of small ones, the bigger bomb can be carried in a quarter as many planes as the small ones. This is great economy. It means also that a quarter of the crews will do; a quarter of the aviation spirit, and the possible casualties will be but a quarter.

Since Sept. 1942, the R. A. F. has dropped 8,000lb bombs on German and Italian centres. The dropping of 4,000lb bombs began as early as March, 1941.

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RUSSIA. An uneasy lull broods over the Russian scene, where, we are told, 800,000 men (200 divisions) are massed for a death grapple. Both sides are jockeying for position: the storm may break out at any moment.

May 26 was the first anniversary of the Anglo-Soviet Treaty, signed in LONDON last year, for full collaboration between BRITAIN and RUSSIA during and after the war for a period of 20 years. When the treaty was first signed the situation was gloomy. The German march on STALINGRAD and BAKU had begun. The Hitlerite Army had entrenched itself in a position from which it could strike at the MIDDLE EAST. It was in these critical days that Churchill saw Stalin at MOSCOW—a visit which resulted in the Anglo-Soviet Treaty.

To-day, after a year, the situation is much better. The heroic Russian winter offensive, the Tunisian Victory and the air-war over Hitler's EUROPE, have changed the shape of things. The pattern of Allied strategy has changed from defensive to offensive warfare.

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RECRUITING FIGURES show that the Indian Air Force is growing rapidly. The number of airmen recruited for March is 600 per cent higher than the average for 1942. We are glad to learn that MADRAS is providing a large number. R. A. F. officers training Indian recruits declare that the quality has increased with the quantity, that many more men of good family and with college education are entering the ranks.

AIR POWER IN WAR.

Air Chief Marshal Sir Charles Portal.

The conquest of the air has revolutionized the art of war. It has changed the whole way of life of every combatant people.

These facts were widely recognized before the outbreak of the present war. Most of the countries of Europe, feeling themselves threatened by the ever-more aggressive attitude of Nazi Germany in the late 1930's, organized air-raid defence measures on a large scale.

Those responsible for the equipment and conduct of the armed forces of a great State must necessarily move with caution, for complete defeat may be the dreadful price of a mistake. That is why the application of newly discovered weapons is almost invariably slower than the potentiality of those weapons would warrant. There are dangers in technical conservatism as well as in experimentation, and victory may reward that nation which most rapidly adapts the theory and practice of its armed forces to the use of some crucial new weapon.

Germany gained devastating successes at the beginning of the present war, successes which brought her within an ace of final victory, before effective resistance could be organized. That she made a fuller use of the air weapon than any of her opponents was one of the main secrets of her success.

BEFORE THE WAR.

Owing to her slowness to re-arm, Great Britain began the war against Nazi Germany in an air inferiority of one to four. Not only could the Germans put four aircraft into the sky for every one which could be flown by the Royal Air Force, but the Royal Air Force were also compelled to continue using large numbers of aircraft which were already obsolescent.

In the months preceding the war the most strenuous efforts had been made to provide us with modern aircraft. These efforts, as all the world knows, bore fruit just in time to turn the tide at a later stage in the war, but at first the Royal Air Force possessed only a fraction of the resources required to guarantee the security of Great Britain.

On the one hand, our force of fighter aircraft was inadequate for the air defence of the most vital objectives in Britain, including London, the largest and most vulnerable target for air attack in the world. On the other hand, we possessed a totally inadequate striking force of bombers with which to hit back at the enemy.

It is important to emphasize these facts to-day, not in order to revive dead controversies, but to explain the conditions under which the Royal Air Force had to work in the past, and under which to a considerable extent it still works. Our air resources have never approached our requirements, and we have therefore had to decide how best to distribute what we have.

Naturally, the first need has been to defend our base. Not only was the security of this country vital if the war was to be continued in Europe at all, but it was essential to ensure that production was not unduly interrupted in what is one of the main sources of supply of armaments to the United Nations throughout the world.

We have therefore had to concentrate on the building up of our fighter force and of Coastal Command, which assists the Navy in the vital work of keeping open the sea-lanes to this country. Then, after the entry of Italy into the war, we had to build up strong forces in the Middle East to prevent the enemy overrunning Egypt, and securing access to all the Middle Eastern countries and the Indian Ocean, which form one of the main bastions in the defence of our Empire.

SITUATION IMPROVES.

We could not be strong everywhere. All we could do at first was to ensure that we were strong at the essential points, and we had to accept that this could only be achieved

at the expense of weakness elsewhere. Our relative weakness was accentuated by the strategical advantage possessed by the enemy with his central position and short lines of communication.

As a result, we have met with many grave reverses, which have given rise to severe criticisms of the Royal Air Force. To our great regret we have been unable to provide the air forces required in all places throughout the world, and have thereby exposed land and sea forces to fighting under the disadvantage of inadequate air assistance.

Unfortunately this has been inevitable. If we had dispersed our resources more than we did, we should have been weak everywhere, and we should probably by now have lost the war.

I am glad to say that the situation is now quickly improving. On the one hand, Germany has undertaken a great new campaign against Russia, involving the dispersal of her air resources over a very large area, and the addition of the powerful Soviet Air Force to the strength of the United Nations.

On the other hand, large numbers of aircraft, which have for some time been flowing to the Royal Air Force from the American factories, are now making their weight felt. These factors, coupled with our own efforts, are bringing us rapidly to the time when the United Nations will have decisive air superiority over the Axis in all parts of the world.

The importance of air superiority in battle was realized by many before the war. Our experience has shown it clearly for all to see. In a battle between two otherwis, equal opponents, it is the side with air superiority that will win. This is as true for land and sea battles as it is for purely aerial ones.

Finally, air superiority plays an essential part in the destruction of the enemy's will to make war, which is the final aim of our strategy. The achievement of general air superiority over the enemy must therefore be one of our cardinal aims.

REQUIREMENTS IN INDIA.

The entry of Japan into the war created vast new requirements in India and the Far East; the increasing threat to our positions in the Middle East compelled us to increase our forces there considerably; the intensification of the U-boat war against our shipping has meant that an increasingly large proportion of our resources has had to be devoted to reconnaissance and to the hunting down of submarines.

As the range of our aircraft increases, the area of sea which they can patrol increases still more, so that it is necessary to employ a far larger number of aircraft to cover it completely. Moreover, experience of this war has shown that Naval forces can rarely operate in narrow seas within the range of powerful shorebased air striking forces, so that more and more of the work previously done by the Navy is now being taken over by the Royal Air Force. In this sense more and more seas are becoming "narrow seas"; the Mediterranean as a whole is rapidly coming into this category.

Another need created by the present war has been for long range aircraft for transport. Here the enemy had the advantage of a large stock of obsolete bombers, and these he used with great effect to transport supplies and men. Because we re-armed later than the enemy, we had no such stock of obsolescent aircraft; we have had

to make do with an inadequate number of transports, supplemented where necessary by operational aircraft diverted from their proper róle. It will be a long time before we have all the transport aircraft that we need.

The development of air-borne forces has meant that much work has also now to be done in adapting aircraft for the release of parachutists, and for the towing of gliders. The building of gliders, and the training of their pilots, detract from the resources which, we should otherwise have for operating powered aircaft.

BASIC AIRCRAFT.

It is our constant endeavour to increase the adaptability of the basic types of aircraft to enable them to undertake efficiently the many calls that are now made. A heavy bomber can be used as a heavy transport and communications aircraft, as a long distance aircraft for sea reconnaissance, as a mine-layer, as an ambulance, etc. What is basically a fighter can be used also for high altitude reconnaissance, tactical reconnaissance with the Army, low-level bombing and cannon-fire attacks on ships and land targets. The very adaptability of aircraft means that the demand for them must go on increasing, and that we can never have all that we need.

The Royal Air Force has been fortunate in having behind it great productive resources. The British aircraft industry had been growing fast before the war and has made great strides since, until it has become directly or indirectly the greatest single employer of labour in the whole country.

For a long time it had to give particular attention to the production of modern fighters, which alone could secure our base against enemy air attack. Thanks to the makers of Hurricanes and Spitfires, the Royal Air Force was able to achieve a decisive victory in the Battle of Britain in 1940. Fighters are still required in very large numbers, but it is now possible to give greater attention to the production of heavy bombers, and large numbers of four-engined heavy bombers are being produced every month.

AMERICAN ASSISTANCE.

The Royal Air Force could never have become what it is to-day without American assistance on a large scale. For some time Lockheed Hudson medium bombers have been providing much of the reconnaissance over the sea carried out by Coastal Command. American Curtiss fighters and Douglas and Glenn Martin bombers have played an essential part in air-operations in the Middle East.

The reinforcement of the Royal Air Force with these and other types of aircraft was already taking place on a large scale before America entered the war. With the enormously increased scale of production that has become possible now that she is in and with the aid of the American crews and ground personnel now taking their place in the fight beside those drawn from all parts of the world who have hitherto manned the air units of the United Nations, we can hope to build up combined forces far greater than those which the Royal Air Force could have dreamed of achieving alone.

The demands for air forces for defensive purposes are numerous and compelling; as I have explained, many of these are essential and have to be met. Nevertheless, one of the soundest rules in war is to allot the minimum for defence in order to keep the

maximum for attack. It should soon be possible to say that the minimum necessary for defence has been provided, and we can then concentrate our efforts on building up the mighty striking force which alone can pave the way to victory.

The large scale bomber offensive against Germany has been in all our minds since the beginning of the war. Until recently our bomber force has been a comparatively small one. Even so, it has been able to deal many heavy blows at ports and centres of German industry and communications. It has also been largely instrumental in compelling the Germans to maintain in the West a considerable force of long-range bombers, and well over one-third of their fighter force, at a time when she could ill spare them from the Eastern front.

It has thus made an important contribution to maintaining the strategical position of the United Nations. However, what they have achieved is as nothing compared with what they are now beginning to achieve, and what with the help of the American bomber force destined for this country they soon will achieve.

Now that the Royal Air Force is beginning to build up a large force of bombers capable of carrying a really heavy load, it is possible to develop a new technique of delivering highly concentrated and destructive raids on vital enemy targets. The results so far have been most successful.

These enormous raids have brought home to the people of Germany, perhaps for the first time, their vulnerability to air attack. The effects must have extended far beyond the immediate neighbourhood of the Rhineland. No town in western Germany can now consider itself safe.

The time is not very far off when the British and American bomber squadrons in England will be able to destroy the industry and power of Germany at a rate which outstrips repair. When that time comes, will the average German long resist the conclusion that the war is no longer profitable, and the Fuehrer no longer worth following?

AXIS ON THE DEFENSIVE IN EUROPE.

The inescapable realities of war have made necessary many a surprising *volte-face* on the part of the Nazis. Their attitude towards the people of the countries they occupy is the measure of their reaction to the military situation which confronts them from time to time, and during the last twelve months they have shown clear signs of being forced more and more on to the defensive. While the general pattern of Allied activity is to-day definitely of an offensive character, the long procession of puppets and Quislings, who went to Hitler's headquarters recently, only reflected the Fuehrer's extreme anxiety about the possible attitude they might adopt in the event of an Allied invasion of the Continent.

The stages by which the Nazis reached their present unenviable position are set out below :—

1. *The beginning of the summer of 1942 still found the Nazis extolling the virtues of the NEW ORDER. But already they were encountering difficulties.*

They Told the World.

"European solidarity seems to us already natural and orderly. No headstrong behaviour can stop the growing enthusiasm of the European nations for the New Order."—*BERLIN RADIO, May 1942.*

"If millions of workers are ready to work in the Reich, this is due to the fact that they have now come to know the Germans personally, and have realised that enemy propaganda about Germany is untrue."—*HERR SAUCKEL, Nazi Manpower Chief, March 18, 1943*

But They Said Among Themselves.

"People now loudly cheer the Red Army whenever a communiqué announces further Soviet progress. It is hopeless trying to make them realise that by fighting Bolshevism Germany is fighting the battle for Europe."—*BERLIN RADIO, April 8, 1943.*

"What a spectacle to see a detachment of Polish, Czech, Russian or Jewish labourers at work! They appear to have entered into a tacit agreement to do as little work as possible. When a dozen of these men have to lift a rail it looks like a slow-motion picture."—*DAS SCHWARZE KORPS, Himmler's journal.*

2. *Russian resistance brought new hope to the peoples of the occupied countries. Nazi propagandists at once trotted out the "Bolshevik Bogey", helping to show that Germany was fighting, not for her own aggrandisement, but to protect Europe.*

Nazis Want Europe to Believe.

"Whether the incredulous believe it or not, whether they know it or not, Germany at this critical period is the sole defender of Christian values. For Christianity, Germany is the last hope in Europe."—*BERLIN RADIO, April 21, 1943.*

"The culture that has accumulated in Europe since the ages is being defended to-day by Germany against the Bolshevik barbarians."—*BERLIN RADIO, April 1943.*

But Europe Remembers.

"Christianity has been a kind of soul malady, not only paralysing all natural psychical powers, but finally causing a vast number of German people, as a result of its depreciation of the body, to become pitiable wretches."—*DAS SCHWARZE KORPS, June 15, 1939.*

"It is absolutely wrong to assume that Germany is fighting Russia to save Europe from Bolshevism. We are not fighting to save culture, civilisation or democracy, but simply to save Germany."—*DAS SCHWARZE KORPS, July 1942.*

"In the past we have fought for sham aims. This time we fight for coal, iron, petrol, and above all, for wheat."—*JOSEF GOEBBELS, October 18, 1942.*

3. *Finding that their "Bolshevik Bogey" is nothing but a damp squib, the Nazis now try to persuade the enslaved peoples that it is futile to base their hopes on the Allies for there is a series of rift in the United Nations camp.*

Directed to Occupied Europe.

"The Soviet-Polish difference is a symptom of the growing rift among the Allies."—*BERLIN RADIO, April 1943.*

For Home Consumption.

"It would be great weakness and self-deception to think that the Polish-Russian episode will become a cause of dissension between the Anglo-Saxons and their Soviet ally."—*ROME RADIO, May 1, 1943.*

4. *The thesis that the Allies are divided and hence unreliable is supplemented by a bribe to the peoples of Europe. If they will behave, the Nazis promise them their liberty.*

Now They Say.

They will recognise the right of all European states to liberty and independence, freedom of national economic development, etc., etc.

But Their Intentions Remain.

Hitler said to Rauschning: "We must have Europe and its colonies.........The day of small nations is past. We do not seek equality, but mastery."—*HITLER SPEAKS.*

"We actually have in mind a modern form of mediaeval slavery."—*RICHARD WALTHER DARRE, Nazi Agriculture Minister, May 1940.*

"After the victorious conclusion of the war, the problem of war-indebtedness can be solved in a relatively short time, since we can count on cheap labour and raw material, for the German economic system on a large scale."—*DR. FUNK, April 25, 1942.*

5. *Finally, Nazi propaganda harps on the invincibility of the European Fortress.*

Fortifications Described.

"The Atlantic Wall is 200 kms. longer in circumference than the Great Wall of China and of greater depth—the greatest building prospect since the Pyramids. There is not a yard which is not fortified."—*BERLIN RADIO, April 1943.*

But We Know This.

"With the piercing of the Maginot Lines the conception of the invincibility of a defence line has collapsed."—*BERLIN RADIO, June 15, 1940.*

THE BALKAN STATES.

Leonard Kirschen.

Speculation grows as to where the Allied invasion will take place. The majority think that Italy will be the target. Hitler's "Fortress of Europe" is also open at the two extremities of the Mediterranean, where there are two neutral bridgeheads: Portugal and Turkey. Two years ago it was the Allies who were wondering whether Hitler had any designs on these two countries; now it is Hitler who is worried. There is, however, a slight difference. The Allies were uncertain two years ago whether Hitler would care to overrun an unwilling Turkey, whereas to-day Hitler is afraid that a willing Turkey may perhaps join the Allies as an active military partner. This uncertainty on Germany's part has led to febrile political activity which takes all sorts of curious forms. Among them is the usual peace offensive, although this time we have a derivative of the usual major peace offensive coming from the leading Axis powers, for this time we have had minor ones coming from the Balkan satellites. Even these minor peace offensives have not taken the form of a solitary undertaking, but of individual feeble feelers from official and unofficial emissaries.

It would be wrong to think, now that we know the interdependence which binds all the Axis countries together, and especially the smaller ones to the big bosses, that these small countries can think or act on their own. No one here believes that the smaller Balkan States will be able, even in the distant future of the war, to free themselves from the obligations they have undertaken towards the Axis leaders and to make a separate peace of their own. There is quite another motive behind these comings and goings; for if the German Police on the Bulgarian-Turkish frontier prevent travellers from taking with them uncensored letters, they are not likely to allow the passage to and fro of people acting against their own interests. No; there is something else behind all this.

In the first place, it may be a political and strategical smokescreen to give an illusion of weakness, and thus invite the Allies to invade the European continent at a point where the Germans are likely to be ready and expect them. Then there is the possibility that by sending people to and from the Balkans to Turkey, they might be able to find out what Turkey intends to do. What is more, by throwing out a formula of Balkan solidarity, much cherished in Turkish political and diplomatic circles, the Axis is perhaps thinking of neutralizing Turkey for the time being, by giving her something to busy herself with.

There may be honest men in the Balkans who are sincerely hoping for a future Balkan co-operation, in which Turkey as the strongest remaining nation of the Balkan group is intended to play an important part, but as long as these countries continue to serve the Axis cause, it will be impossible for these men to take action unless it is to overthrow their own Governments first. Turkey feels that she cannot negotiate with régimes which after the war will have to answer a series of accusations before the tribunals of their own peoples and of the United Nations.

Consequently these feelers obtain no results. But they help to give Turks a picture of the indecision within the Axis camp. When Germany was strong and Italy was still in a position to boast, there were no emissaries or peace offers of a humble nature such as there are to-day. Sincere or insincere—most probably insincere—these peace feelers do nothing but tell the Turks that something is wrong in Europe. And indeed something is wrong.

As the time for invasion of the European continent draws near, heralding the beginning of the real end, Turkey must begin to think of her future. That is why I said at the beginning that Turkey is now interested in the political consequences of the future as the war develops.

THE 4TH INDIAN DIVISION.

THIS IS THE STORY OF ONE OF THE TOUGHEST FIGHTING FORMATIONS EVER TO BE FORGED IN THE FURNACE OF WAR.

It is the story of the men of Sidi Barrani and of Keren, of Tobruk and Damascus and the Ruweisat Ridge; the story of the men who in one mighty blow shattered a great army, thrice their number, poised to strike down an easy prey; of the men who in Eritrea first shook the foundations of Il Duce's New Roman Empire, whose steadfastness, in disaster as in triumph,

caused Rommel to discover engagements more pressing than his scheduled drive through the streets of Cairo; and whose heroism pierced the Mareth Line, stormed Tunis and captured Gen. Von Arnim.

Mostly they were Indians, these men, simple cultivators from the villages and wheat-fields of the Punjab, stately, bearded Sikhs—magnificent figures of men—proud Rajput Riflemen, worthy inheritors of a great martial tradition, hawk-eyed Pathans from the bleak, sun-blistered hills of the North West Frontier—Infantry, Mechanised Cavalry, Ordnance, Supplies, Engineers, Medical Services—all were Indian. Only three battalion and the gunners were Britons.

MEN OF THE MULES AND MOUNTAINS.

When, in August 1939, the 4th Indian Division disembarked in Egypt, not a single one of its officers or men had ever handled an anti-tank rifle or mortar. Still on a mule-transport basis, the internal combustion engine was for most of them a Great Unknown.

Yet by the winter of 1942, these men of the mules and mountains had shattered two great armies, and helped to set in train the destruction of a third—the redoubtable Afrika Korps. They had taken 100,000 prisoners and destroyed well over 100 aeroplanes and tanks.

They had, in the words of Field Marshal Wavell, " fought in the dusty wastes of the Western Desert, in the bush of the Abyssinian border, on the dry, scorching plains of the Sudan, in the towering rocky mountains of Eritrea and Abyssinia, and amid the softer and greener hills of Syria."

When the Italian jackal sprang upon the bleeding corpse of France, Field Marshal (then General) Wavell's relatively small force holding Egypt suddenly found itself caught between Graziani's mighty host of 300,000 preparing in Libya to strike down an easy prey, and another great army of 250,000 in Italian East Africa. In this difficult situation, the Commander-in-Chief must have been greatly comforted by one thought—he had the Fourth Indian Division.

VICTORY IN A SANDSTORM.

Within two short months, in a series of sharp hammer blows, it had smashed Graziani's army, which had been preparing for months for a triumphant advance into Egypt. In one hour and twenty-five minutes, in the midst of a thick sandstorm that raged without ceasing for three days, these men, by a brilliant combination of shock tactics and surprise, had taken 4,000 prisoners and the huge perimeter camp of NIBEIWA, the key which unlocked the gates of Sidi Barrani, where the Division added to its bag an Italian Corps Commander and all his staff.

In this moment of triumph, leaving General Wavell's army to sweep on to Sollum, Bardia, Tobruk and Benghazi, and reap to the full the fruits of their great victory, the men of the Fourth Division experienced a bitter disappointment. They were withdrawn from the fray.

But there was other work for them to do. They had destroyed one great army on the West. Now they turned and shattered another 2,000 miles to the East.

Operating in some of the most difficult country in the world, in almost unbearable heat, against positions considered impregnable, it took them just 2½ months. The epic

story of the battle on the peaks and among the clouds for the mountain fortress of KEREN already belongs to history.

On the map of this grim and desolate place, which has been likened to "a great medieval castle whose portcullis has fallen down and drawbridge has been pulled up in the face of the triumphant enemy," famous Indian and British regiments inscribed their names in imperishable letters of blood.

'Rajputana Ridge,' 'Sikhs Spur,' 'Cameron Ridge,' bear testimony to almost superhuman feats of endurance, handfuls of men clinging desperately to the steep craggy sides of these towering razor-edges of pure rock, blasted almost all the time by enemy artillery from still unconquered peaks, showered with grenades from above, fired down upon by an enemy invisible behind huge boulders, ensconced behind forests of barbed wire.

This time the Division would have given a great deal to have back the mules it left behind in India. From each battalion, one company had to be detached for the dangerous, back-breaking, unspectacular work of hauling water, ammunition and food up the mountain-sides to their comrades fighting among the clouds.

CLEARING MINES AND DÈBRIS.

Superhuman efforts were called for from the Sappers, clearing mines and débris from the mountain roads which wound through narrow gorges. So speedily did the Sappers work one night lifting mines that it is said that dawn broke next morning to reveal the Italians busy laying them only 300 yards ahead.

It was an exploit of this nature, involving "sheer, sustained, cold courage," that earned Lieut. (now Captain) Premindra Singh Bhagat of the Indian Engineers the Victoria Cross.

When, at last, after weeks of clinging grimly to the steep sides of shell-racked ridges, the last pinnacle had fallen, the bodies of Indian riflemen, bayonet in hand, were discovered under the topmost boulders. And in the last resort, it was just such desperate bayonet charges against overwhelming odds by mere handfuls of men which finally broke open this "impregnable" natural fortress—a fact recognised in the posthumous award of the Victoria Cross to Subedar Richpal Ram of the Rajputana Rifles—leader of one such valiant little band.

BENGHAZI.

Back again in the Desert, the Division proved itself as steadfast in disaster as it had been aggressive in attack, earning time and again the tribute a French Officer had paid to it for its part in the deliverance of Damascus from the Vichy force—*Vos Indiens sont vraiment formidables.*

Cut off by the Nazi onrush at BENGHAZI, its 7th Brigade forced its way through Rommel's ring of steel to fight a brilliant rearguard action, inflicting considerable casualties, leaving behind only wrecked harbours and smoking ruins.

For the Division's 11th Brigade, Destiny had in store the task of holding half the perimeter of TOBRUK against Rommel's onrush. It was not found wanting. To the last round, it struck limpet-like to its line, adding one more inspiring chapter to the magnificent story of the 4th Division's part in this war.

RUWEISAT RIDGE.

The wheel had come full circle. Once again the enemy onrush from the West had been halted. At one period during the battle of EL ALAMEIN in October 1942, the Division was responsible for the defence of some 25,000 yards of the Ruweisat Ridge. By ceaseless patrolling and daring ruses it kept Rommel's forces continually occupied.

Almost two years before, at Sidi Barrani, it had been the 4th Division that had wrecked the Italian Army. Now it fell to the lot of this same Division's 5th Brigade on the night of November 3, to force its way for some five miles through the enemy's deep and well-prepared defences, open up a way for our armour, and contribute materially to the decisive victory at El Alamein, to the pursuit of the enemy out of Libya, out of Tunisia, out of Africa.

BRITISH COMRADES' TRIBUTES.

No greater monument to the efficiency and valour of the Indian soldier can ever be raised than the story of the decisive róle played by the 4th Division in this war. But let these men's British comrades speak.

> **"...........if anyone ever suggests to you that Indian troops are not all that might be desired," wrote a young officer of a British battalion, "just you clip him one at once. They are damned good fighters.........Although our fellows cannot speak to them, they get on together in first-class style. The Indians are so friendly and pleasant, and yet such MEN."**

In more than two years of fierce dingdong encounters over thousands of miles of Africa, of exhausting advances and gruelling withdrawals, through countless days of hard, unspectacular, unreliable campaigning and discomfort, this great fighting instrument, the 4th Indian Division, by its steadfastness and its superb skill, set the stage for the great events now in train on the Mediterranean shores—where once again, Destiny, no doubt, will have no small róle in store for it.

R. A. F.'s ADVICE TO ITALIANS.

To the Italian people: You are doomed to destruction as long as the Germans remain in Italy. The Air Force of the Allies will cover the skies of Italy. All that their armies, navies and air forces are waiting for is the order to march into Europe through Italy.

As long as Italy continues to be the instrument of the Germans, your industrial towns will be bombed without respite. We know that the Italians want peace, but they must ask for peace and start demonstrations for peace.

TOJO'S PILGRIMAGE TO THE PHILIPPINES.

Far East News Letter, May 13, 1943.

General Tojo has followed up his "unprecedented" visits to the puppet capitals of Nanking and Hsinking with a visit to Manila, "in view of the decisive stage of the Greater East Asia War." A Tokyo communiqué on May 6th explains his purpose. It is "to strengthen co-operation between Japan and the Philippines, which is an important

element in Greater East Asia, and to make the 16 million people there wholly united for the construction of a new Philippines for the successful prosecution of the Greater East Asia War."

The cumbersome phrase exposes Tojo's dilemma. The Filipinos are thinking only of independence and the hardships imposed upon them by Japan's war exactions. The Japanese are thinking only of the war crisis and of how they may exploit still more the Islands' resources in man-power and natural riches.

Behind Tojo's visit also is a fear—a rising fear that the totalitarian unification of the Filipinos that they have promoted may become a powerful instrument for the prosecution, not of the Japanese war, but of Filipino independence. The Kalibapi has absorbed not only all the political parties but over half a million of the most energetic youth of the nation, in "the cause of the new Philippines which it champions." Tojo asks for the co-operation of the Filipinos "as a whole body." The day of the levy en masse and of forced labour, at full noon in Nazi Europe, has also dawned in East Asia. Chinese workers are even being drafted in Shanghai for the war factories in Japan, and Manchurian youth for forced labour in the fields and swamps.

Against the unconditional grant of independence by America, to come into effect on July 4, 1946, Tojo offers only a period of arduous probation in the spheres of political unity, already achieved; economic rehabilitation; and cultural reform. The Filipinos are asked to allow their lives to be completely upset and their former high standards of living reduced to one between that of the beggar and the peasant, in the interests of Japan's war aims. The third condition of independence demands that the proud Filipino discard the Christian culture of over three centuries in order to recreate himself in the image of a slave and satellite of the Japanese master-race.

"AUSTERITIES"

As the Allied armies prepare for a European second front, locomotives are being specially adapted for war service. The result is the "Austerity"—a light-weight locomotive which can burn any kind of fuel and can be adjusted to run on any gauge track.

Built with only four tons of steel against the 21 tons used in pre-war British locomotives, these little "Austerities" will haul munitions and troop trains weighing 700 tons at 30 to 40 miles per hour. They have many other emergency devices, including out-size tenders for holding extra large quantities of fuel and water.

It is considered probable that the Germans have already perfected their own version of the "Austerity" locomotive, seeing that Mosquito bombers are destroying their heavy ones at the rate of 150 a month.

"SILENT SPEECH"

Recent reports reveal that one-man wireless sets combining transmitters and receivers have proved extremely useful in the dogged hand-to-hand mountain fighting of Tunisia.

The operator is not required to raise his voice even to normal pitch; the two pads pressing against his throat transmit the voice impulses of his otherwise inaudible speech. This has proved an important discovery, as these "silent speech" transmitters can report to base from within hearing distance of the enemy.

Employment of a throat microphone leaves both of the operator's hands entirely free, so that he is able to use his weapons even when making transmissions.

"Delivery Men of the Air" Save Many Lives

FREIGHTING BY PARACHUTE

"ANY PLACE, ANY TIME, ANYWHERE"...This is the slogan of the practitioners of the very newest branch of military science—freighting by parachute.

From the time when the lives of thousands of famished men on Dunkirk's bomb-wrecked beaches were saved by biscuits dropping from the skies, this rapidly developing R. A. F. service has grown to the point where in China entire communities are provisioned by parachute.

Attached by slings to specially-constructed "food parachutes" of cotton, the cases of provisions lie in position at the head of the flare-launching chute as the planes take off on their life-giving mission.

For one emergency "rescue" operation recently, 3,000 such special food 'chutes were made by 6,000 Indian tailors working against time.

As the plane reaches a carefully calculated distance from the "customer's doorstep"; the "delivery man" pilot opens the door, and the "goods" go hurtling into space. Watched by hungry eyes below, the "food 'chute" opens, and the case sways slowly to earth.

Even should the case burst on striking the ground, no great damage will be done, for the food—which is mostly of a hard and non-perishable sort—is securely packed in tins.

On urgent calls, food must sometimes be dropped without the aid of parachutes, and then, indeed, the "delivery men of the air" need a degree of skill not one whit less than that of their comrades of the bombers.

To-day this "life-saving bombing" has been brought to such a pitch of perfection that by parachute from the clouds descend not only men, ammunition, guns, collapsible bicycles, and even small tanks, but also on one occasion an entire field hospital, complete with dressings, orderlies, doctors and beds.

TONGUE-TWISTERS—BUT THEY DO MEAN SOMETHING!

By general consent, war communiqués from Burma are awarded World prize for their richness in tongue-twisters, polysyllabic place-names baffling even to the most practiced radio-announcers. But however incomprehensible place-names in Burma may seem, they mostly mean something—to a Burmese.

For instance, MYITKYINA may sound like nothing on earth to the European way of thinking, but in fact it means, quite simply, NEAR BIG RIVER, MYIT—river, KYI—Big, NA—Near. Which is a pretty concise description since Myitkyina is situated on the left bank of Burma's greatest waterway, the Irrawaddy river.

And here are a few more guideposts through Burma's phonetical jungle:

PWIN-BYU	*Blossom, White.*
THAYET-MYO	*Mango Town.*
MYIN-GYAN	*Horse Farm.*
SHWE-GU	*Golden Cave.*
KYAUK-PYU	*Stone, White.*
MYO-HAUNG	*Town, Old.*
SIT-TAUNG	*Battle Hill.*
SIN-GAUNG	*Elephant's Head.*
MYE-BON	*Earth Mound*
NGABYAW-CHAUNG-WYA	*Banana Stream Mouth.*
BUTHE-DAUNG	*Calabash Mountain.*

BURMA AUXILIARY FORCE.

Former Burma civilians, battle-tried "veterans" of the Burma Auxiliary Force, now embodied in the regular army, are undergoing intensive training in the various methods of modern warfare, patiently awaiting the day when they will take an active part in the grand offensive to retake their homeland.

Composed of bank clerks, accountants, students and men from a dozen different walks of life, this entirely voluntary formation is being put through a toughening-up process at a training centre "somewhere in Central India."

All of these men fought side by side with regular troops in the Burma campaign—in the artillery (both Field and heavy A. A.), in the infantry, with the armoured cars, and in coastal defence. Many have had to leave friends and relations behind in Burma, and not a few have lost their own folk through disease and privation on the trek from Burma.

"*ROUGH STUFF.*"

Unarmed combat is taught to all personnel by skilled instructors. Enthusiasm shown for the "rough stuff" in the initial stages of training was so great that several B. A. F's went into hospital with broken collar bones and ribs.

The B. A. F. won the majority of the contests at a recent boxing tournament with the neighbouring Officers' Training School.

Thirty-mile route marches with full packs over difficult country, involving the climbing of steep hills—the whole day without food or water—are a regular weekly feature.

Men of the B. A. F. are to-day manning some of the most modern coastal defence guns in India, while others have been commissioned in the Indian Army for specialist jobs.

ARMY HAS PLANS FOR SOLDIERS' FUTURE.

Squatting with a crowd of V. C. O.s and sepoys in the shade of a lorry, a kindly, greyhaired Indian Army officer talked to them in their own language.

The men's faces shone—for it was of their future after the war that the officer was talking, telling them of the preparations the Army was making to help them build new lives for themselves and their families in the world after the war.

The Army, he told them, was their "village university". It provided for them courses in poultry-keeping, wool-processing, fruit-farming and preserving, and a score of cottage industries. There were, he said, four secrets of post-war happiness in India They were brains, labour, money, and co-operation with each other.

"Use this free education," he said, "and you will continue to enjoy the pleasures of the cinema, the radio, and the harmonium. Your army welfare fund, which is increasing by 25 to 30 lakhs every month, will help you."

Guiding, inspiring these men who must play so large a part in building the India of the future, this 61-year-old "friend of the Indian Army" has in the past fourteen months travelled a distance almost equal to once round the world, giving advice to over a quarter of a million Indian soldiers in Iraq, North Africa, Burma, and most parts of India.

TATANAGARS.

"Safer than slit-trenches during a bombing raid," was a Gunner officer's tribute to the 'Tatanagars'—the armoured cars made in India which have been doing remarkable service in the Eighth Army's forward drive.

The officer went on to describe how while he was moving his Observation post forward, a 75 mm. shell burst on one side of his Tatanagar. The metal plates were buckled, but nowhere pierced. The four occupants of the car emerged unscathed.

"Only a direct hit from a bomb or shell will knock these Tatanagars out," went on the officer. "And as for shelling, they are the ideal thing, because if enemy guns register near us, all we have to do is to move some five hundred yards and the enemy gunners have to start all over again. And as for machine guns, they hardly scratch the paint off the Tatanagars."

An Indian Army Observer with the Eighth Army reports that units possessing Tatanagars swear by them. Many stories have been told me, he writes, of how Tatanagars saved the lives of men under shell fire and bombing. Indian craftsmen can be proud of their Tatanagars.

PRODUCER GAS PLANTS.

As a result of direct war requirements or of lacunae in imports, a number of new industries have sprung up in India during the last three years. Of these the manufacture of producer gas plant occupies a prominent place, since it has enabled road transport to be maintained despite petrol rationing.

Prior to the war, private interests in South India had carried out experiments on imported gas producer plants for vehicles, and had actually commenced manufacture of plants. A number of bus fleets was in operation before the war.

In 1941, a special survey of the development was carried out at the instance of the Transport Advisory Council by Mr. N. C. Watney, an officer of the Railway Board. Mr. Watney made an extensive tour of India and saw the stage which manufacture had reached. There was then a considerable number of makers, both in a large way and on a small scale. Mr. Watney reported on the situation generally, and as a result Draft Model Rules and Specifications were prepared by the late Department of Communications (now Department of War Transport) and circulated to Provincial Governments with the object of laying down standards to prevent deterioration of vehicles owing to cheap and inferior plants.

These Draft Model Rules, after consultation with Provinces, were finally published as Additional Model Rules under the Motor Vehicles Act, 1939, and have been generally adopted by all Provincial Governments.

They embrace regulations for the safety for the travelling public, the drivers and pedestrians, as well as laying down safe standards of construction by defining where necessary the minimum thickness of material.

ASSISTING MANUFACTURERS.

In order to assist manufacturers, a quota of controlled steel has been obtained, against which licences are issued by the War Transport Department to approved manufacturers who obtain their supplies from stockyards at different centres.

In order further to ensure the standard of plants being manufactured, a system for testing the actual gas generated by any particular plant was recommended to all Provincial Governments. This test is to determine the amount of dust concentration in the gas. A testing plant is in operation in Madras, and one is practically completed at Delhi, while arrangements are being made in Bombay and Calcutta for suitable testing plant.

There are at the moment some 50 manufacturers in India participating in this Department's quota of steel.

At present, there are upwards of 10,000 vehicles converted to the use of producer gas in India. As 600 conversions per annum represent a saving of one million gallons of petrol per annum, it will be seen that the use of charcoal fuel is a great

factor in the conservation of motor spirit. India is particularly fortunate in her large resources of charcoal which from the point of view of producer gas plants is an ideal fuel and superior in many ways to other alternative fuels.

It has not been the policy of the Government to endeavour to introduce a standard of "sealed pattern" model of producer plant, but rather to leave the development to individual initiative. Thus, each maker is free to develop his plant according to his experience and to the experiments he is able to undertake, and this is hoped to have the effect of creating healthy competition and rivalry, so that the best type of plant will automatically come to the front.

It is expected that in the first half of current year about 3,000 motor vehicles will be available to India from America under Lease-Lend. An important condition of sale of such vehicles to approved civil operators will be that the War Transport Department of the Government of India may require any Lease-Lend truck to be fitted with a producer gas plant, approved by the Provincial Transport Controller concerned. The object is to save petrol as much as possible and encourage for this purpose conversion of vehicles to gas.

As Lease-Lend material is given solely for waging war and for maintaining the essential civil life of the community, the Central Government hold themselves as "trustees" of this material. In order to fulfil this trust, the War Transport Department have drawn up a scheme of controlled distribution of Lease-Lend vehicles.

Hire purchase will be excluded, and profiteering through the device of allowing an inadequate price for a vehicle taken in part exchange will be guarded against.

The owner of a Lease-Lend truck or chassis will have to make it available for war work, as directed, anywhere in India.

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WAR AND PAPER ECONOMY.

HOW OTHER COUNTRIES VIEW PROBLEM.

Indian Information, May 1, 1943.

The new familiar problems of paper economy in India recall the economy and control measures imposed in other countries. These are generally more stringent.

Thus in Canada and America, production of paper and paper products, including newsprint, has been frozen at the level approximating to the average production in the last six months, in order to release machine capacity, labour and power for other industries.

IN THE UNITED KINGDOM.

In the United Kingdom only 20 per cent of the paper mills have machines which can produce pulp from natural raw fibres, and it is quite impossible to expand and recondition

the plants on account of the high priority for iron and steel for the munitions industries. Paper mills keep to full production only by using old and waste paper.

Fines ranging up to £ 100 are imposed in England on anyone who burns paper. The use of paper as wrappers is forbidden by law. All waste paper must go back to the mills for repulping.

Advertisements and posters are strictly regulated. No business circulars or catalogues can be printed. Newspaper allocations for advertisement space are ruthlessly limited. There are limits imposed also on the size of each advertisement.

The 'Strand Magazine', for example, has scaled down to 20 or 30 pages from roughly 300 pages, and the size to a pocket book.

PUDUKKOTTAI STATE NATIONAL WAR FRONT BUREAU

PROGRAMME.

LECTURE CXLIX. (*Batch 2*)

5- 6-43	Municipal Office	... 6.00 p.m.
6- 6-43	Kudumiyamalai	... 7.00 ,,
,,	Parambur	... 7.30 ,,
7- 6-43	Vengalur	... 7.30 ,,
,,	Konapattu	... 7.30 ,,
8- 6-43	Nachchandupatti.	... 7.00 ,,
,,	Virachchilai	... 7.30 ,,
9- 6-43	Kulipirai	... 7.00 p.m.
,,	Sevalur	... 7.30 ,,
10- 6-43	Kalamavur	... 7.00 ,,
,,	Nallur	... 7.30 ,,
11- 6-43	Panayappatti	... 7.00 ,,
,,	Rangiyam	... 7.30 ,,

LECTURE CL (*Batch 3*).

12- 6-43	Municipal Office	... 6.00 p.m.
13- 6-43	Mullankurichchi	... 7.00 ,,
,,	Kottaikkadu	... 7.30 ,,
14- 6-43	Annavasal	... 7.00 ,,
,,	Kilakkurichchi	... 7.30 ,,
15- 6-43	Malaiyur	... 7.00 ,,
,,	Karambakkudi	... 7.30 ,,
16- 6-43	Ramachandrapuram	... 7.00 p.m.
,,	Rayavaram	... 7.30 ,,
17- 6-43	Kodumbalur	... 7.00 ,,
,,	Viralimalai	... 7.30 ,,
18- 6-43	Valaramanikkam.	... 7.00 ,,
,,	Embal	... 7.30 ,,

RECRUITING—ADVERTISEMENT—4 p. m.

5— 6—43	Tirumayyam.
6— 6—43	Virachchilai.
7— 6—43	Kiranur.
8— 6—43	Kudimiyamalai.
9— 6—43	Karambakkudi.
10— 6—43	Kilanilai.
11— 6—43	Pudukkottai.
12— 6—43	Vettamviduthi.
13— 6—43	Tittanviduthi.
14— 6—43	Viralimalai.
15— 6—43	Vadakadu.
16— 6—43	Rayavaram.
17— 6—43	Kulipirai.
18— 6—43	Pudukkottai.

Sri Brihadamba State Press, Pudukkottai. 750—5-6-43.